

Patent Claims:

1. An adjustable pedal device for a motor vehicle, with a holder (4) being fixed to a vehicle body (5), with a mounting support (3) in the holder (4) being pivoted about a first axis (E), with at least one first pedal lever (12) at the mounting support (3) being pivoted about a second axis (B), and with the first pedal lever (12) when actuated acting by way of a point of application (A) upon a control member (7) by rotating about the second axis (B) so that the point of application (A) displaces by a displacement travel,  
characterized in that a second pedal lever (18) is mounted in the mounting support (3), in particular at an extension (17) of the mounting support (3), so as to be rotatable about a fourth axis (D).
2. The pedal device as claimed in claim 1,  
characterized in that the control member (7) with its first end (25) is mounted in the pedal lever (12) so as to be rotatable about a third axis (A), and in that a second end of the control member (7) is tiltably mounted on a brake booster or a master cylinder.
3. The pedal device as claimed in claim 1,  
characterized in that the second axis (B) and the fourth axis (D) are offset in relation to each other, and in that the fourth axis (D) is arranged below the first axis (E), and in that the first axis (E) is arranged below the second axis (B).

4. The pedal device as claimed in claim 3, characterized in that the first pedal lever (12) is used for the actuation of a brake booster or a master cylinder of a brake system, and in that the second pedal lever (18) serves for the engine speed control, with the lower free ends of the pedal levers (12, 18) being furnished with pedal plates (1, 23).
5. The pedal device as claimed in claim 4, characterized in that a separate guide rod (41) and a swiveling lever (42) are provided between the first pedal lever (12) for the brake actuation and a piston rod (40), with said guide rod (41) being articulated at the pedal lever (18) and the piston rod (40) in order to allow a higher degree of freedom in the range of adjustability.
6. The pedal device as claimed in any one of claims 1 to 5, characterized in that the holder (4) is fastened to a splashboard (5) of the vehicle.
7. The pedal device as claimed in claim 1, characterized in that the protrusion (17) is optionally provided with a projection (26) that encompasses the steering column (21) in such a fashion that the steering column (21) can be arranged optionally on the right or on the left of the pedal device.
8. The pedal device as claimed in any one of claims 1 to 7, characterized in that the mounting support (3) is swiveled by means of an electric drive, said drive being preferably configured as an electric motor equipped

with a gear and being rotatably anchored at the holder (4).

9. The pedal device as claimed in claim 1, characterized in that the first axis (E) lies on the point of intersection of the mid-verticals of two distances, with the first distance being defined by the displacement of the second axis (B) during the adjustment and the second distance being defined by the displacement of the fourth axis (D) during the adjustment.
10. The pedal device as claimed in claim 1, characterized in that a pedal lever of a clutch device is additionally pivoted in the mounting support (3).
11. The pedal device as claimed in claim 4, characterized in that a second end (35) of the second pedal lever (18) acts on a carburetor control (20) for the engine speed control.
12. The pedal device as claimed in any one or more of the preceding claims 1 to 11, with the first pedal lever (12) being used for the actuation of the booster or master cylinder of a braking system, and the second pedal lever (18) being used for the engine speed control, and with the lower free ends of the pedal lever (12, 18) being furnished with pedal plates (1, 23), characterized in that a free, second end (35) of the second pedal lever (18) is captivated relative to the holder (4), and in that the second pedal lever (18) is furnished with a lower pedal attachment (38) that is rotatably articulated at the second pedal lever (18) for

engine speed control, with the point of support (22) being arranged in the area between the fourth axis (D) and the pedal plate (23) of the accelerator pedal, and with a transducer being active for sensing a swiveling movement between the lower pedal attachment (38) and the second pedal lever (18).

13. The pedal device as claimed in claim 12, characterized in that the transducer is designed as an E-gas generator (30) whose housing (36) is stationarily arranged at the second pedal lever (18) on the one hand, and with a movable control member of the E-gas generator (30) acting on the lower pedal attachment (38), or vice-versa.
14. The pedal device as claimed in claim 12, characterized in that an axis of rotation of the pedal attachment (38) is in alignment with the fourth axis (D).
15. The pedal device as claimed in claim 12, characterized in that the second end (35) of the second pedal lever (18) in relation to the holder (4) is captivated in such a fashion that it is swivellable by a predetermined maximum angle in relation to a defined fastening point on the holder (4).
16. The pedal device as claimed in claim 15, characterized in that the second end (35) is captivated in relation to the holder (4) by means of a swiveling lever (32) or a rope.

17. The pedal device as claimed in claim 12, characterized in that a stop is provided which limits a rotation of the pedal attachment (38) in relation to the second pedal lever (18).
18. The pedal device as claimed in claim 17, characterized in that a spring is provided which biases the pedal attachment (38) in relation to the second pedal lever (18) towards the stop.
19. The pedal device as claimed in claim 18, characterized in that the spring is integrated into the housing (36) of the E-gas generator (30).